01MRA0170; 60.130-1034

AMENDMENT

IN THE CLAIMS:

1. (PREVIOUSLY PRESENTED) A vehicle suspension system comprising:

a stabilizer bar including at least one bar damper, and said stabilizer bar is connectable to a vehicle wheel; and

a clutch device substantially housing said at least one bar damper and including at least one clutch damper that is connectable to a vehicle frame, one of said at least one bar damper and said at least one clutch damper movable relative to each other to control a level of stiffness of said stabilizer bar.

2. (CURRENTLY AMENDED) A vehicle suspension system comprising:

a stabilizer bar including at least one bar damper, wherein said stabilizer bar is connectable to a vehicle wheel;

a clutch device substantially housing said at least one bar damper and including at least one clutch damper that is connectable to a vehicle frame, and one of said at least one bar damper and said at least one clutch damper is moveable relative to each other to control a level of stiffness of said stabilizer bar; and

~~The stabilizer bar as recited in claim 1 wherein~~ a friction material ~~is~~ coated on at least one of said clutch and said bar dampers.

3. (PREVIOUSLY PRESENTED) The vehicle suspension system as recited in claim 2 wherein increased contact of each of said clutch and said bar dampers with said friction material substantially increases said level of stiffness of said stabilizer bar.

4. (PREVIOUSLY PRESENTED) The vehicle suspension system as recited in claim 2 wherein said clutch an said bar dampers and said friction material are enclosed by at least a pair of outer walls flexibly secured to a body of said clutch device and to said stabilizer bar.

5. (PREVIOUSLY PRESENTED) The vehicle suspension system as recited in claim 4 wherein a load applied on said outer walls presses said outer walls towards said clutch and said bar dampers such that said friction material substantially contacts said clutch and said bar dampers.

6. (ORIGINAL) The vehicle suspension system as recited in claim 5 wherein a fluid is dispersed in said clutch body.

7. (ORIGINAL) The vehicle suspension system as recited in claim 5 wherein a sensor monitors at least one ride parameter and generates a signal based on said at least one ride parameter, said sensor applying said load on said outer walls corresponding to said signal.

8. (ORIGINAL) The vehicle suspension system as recited in claim 5 wherein said load is applied by a fluid.

9. (ORIGINAL) The vehicle suspension system as recited in claim 5 wherein said load is applied from electrical power.

10. (ORIGINAL) The vehicle suspension system as recited in claim 5 wherein said load is applied from an electro-rheological fluid reactive to a signal generated by a sensor.

11. (ORIGINAL) The vehicle suspension system as recited in claim 5 wherein said load is applied from a magnetic-rheological fluid reactive to a signal generated by a sensor.

12. (CURRENTLY AMENDED) The vehicle suspension system as recited in claim 1 wherein there are a plurality of said at least one clutch damper and said at least one bar damper, said plurality of clutch or bar dampers substantially alternating.

13. (PREVIOUSLY PRESENTED) The vehicle suspension system as recited in claim 2 wherein said clutch or bar dampers and said friction materials are substantially perpendicular to a longitudinal axis of said stabilizer bar.

14. (PREVIOUSLY PRESENTED) The vehicle suspension system as recited in claim 1 wherein said stabilizer bar includes a division which splits said stabilizer bar into substantially equal portions, said clutch device housing said division.

15. (CURRENTLY AMENDED) A vehicle suspension system comprising:

a stabilizer bar including at least one bar damper, wherein said stabilizer bar is connectable to a vehicle wheel;

a clutch device substantially housing said at least one bar damper and including at least one clutch damper that is connectable to a vehicle frame, one of said at least one bar damper and said at least one clutch damper substantially interacting to control a level of stiffness of said stabilizer bar;

~~The vehicle suspension system as recited in claim 1 further including~~ a pair of inner walls flexibly secured to ~~a said~~ body of said clutch device and to said stabilizer bar[[,]]; and

a pair of outer walls flexibly secured to said body of said clutch device and to said stabilizer bar, wherein one of said outer walls and one of said inner walls ~~forming~~ forms a first compartment and the other of said inner walls and the other of said outer walls ~~forming~~ forms a second compartment, each of said clutch and bar dampers being enclosed in one of said compartments, a load applied on said walls presses said inner walls outwardly and said outer walls inwardly such that said clutch and bar dampers substantially contact.

16. (PREVIOUSLY PRESENTED) A vehicle suspension system comprising:

a stabilizer bar including at least one bar damper, and said stabilizer bar is connectable to a vehicle wheel;

a clutch device including a clutch body, at least one clutch damper that is connectable to a vehicle frame, a pair of inner walls and a pair of outer walls both flexibly connected to said clutch body and said stabilizer bar, one of said outer walls and one of inner walls forming a first compartment and the other of said inner walls and the other of said outer walls forming a second compartment, a fluid and said clutch and said bar dampers being enclosed in said compartments, said at least one bar damper and said at least one clutch damper substantially alternating and interacting to control a level of stiffness of said stabilizer bar; and

a sensor which monitors at least one ride parameter and generates a signal based on said at least one ride parameter, said sensor applying a load pressing said inner walls outwardly and said outer walls inwardly such that said clutch and said bar dampers substantially contact.

17. (PREVIOUSLY PRESENTED) The vehicle suspension system as recited in claim 16 wherein increased contact of each of said clutch and said bar dampers with a friction material substantially increases said level of stiffness of said stabilizer bar.

18. (ORIGINAL) The vehicle suspension system as recited in claim 16 wherein said stabilizer bar includes a division which splits said stabilizer bar into substantially equal portions, said clutch device housing said division.

19. (PREVIOUSLY PRESENTED) The vehicle suspension system as recited in claim 16 wherein each of said clutch and said bar dampers is enclosed in one of said compartments.

20. (PREVIOUSLY PRESENTED) The method for controlling a level of stiffness of a stabilizer bar of a vehicle suspension system comprising the steps of:

sensing at least one ride parameter;

generating a signal based on said at least one ride parameter;

applying a load corresponding to said signal on a pair of inner walls and a pair of outer walls both flexibly connected to a clutch body of a clutch device and said stabilizer bar, one of said outer walls and one of inner walls forming a first compartment and the other of said inner walls and the other of said outer walls forming a second compartment; and

interacting at least one bar damper attached to said stabilizer bar and at least one clutch damper attached to said clutch device, both said at least one bar damper and said at least one clutch damper being located in one of said compartments, by said load to control said level of stiffness of said stabilizer bar.

21. (PREVIOUSLY PRESENTED) A vehicle comprising:

a stabilizer bar including at least one bar damper, and said stabilizer bar is connected to a vehicle wheel; and

a clutch device substantially housing said at least one bar damper and including at least one clutch damper connected to a vehicle frame, at least one of said at least one bar damper and said at least one clutch damper moving to control a level of stiffness of said stabilizer bar.